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meat is cut up by one house in a day.

The advantages of this invention consists in saving labour, time, and waste of meat. There are in this machine five knives, which are let into an iron plate, which is screwed to the working bar.

The knives are fastened by bolts passed through them close under and above the plate.

The sliding plate is for the purpose of preventing the meat being scattered; and to this plate are added scrapers, which are screwed underneath, for the purpose of clearing the knives at every stroke.

The spring raises the knives, and enables any person to chop at least twenty-times as much meat in the same time as can be done by the common mode.

The length of the knives being equal to the breadth of the trough, no meat can possibly escape the knives, nor will the meat require so much turning as is usually wanted. If it should require turning, it is easily done by alternately pressing the knives at either end of the trough, sliding them towards the middle.

When the meat is sufficiently chopped, the bar to which the knives are fixed may be lifted entirely free from the sliding plate, by taking the pin out of the guide. Indeed, the whole of the moving apparatus may be turned in any direction as occasion may require.

The same machine is also applicable for cutting fat, suet, &c. previous to rendering them into tallow; likewise to chopping madder and other roots for calico-printers, or as used in their recent state for dyers; also for dividing potatoes, carrots, and other esculent roots for farmers in feeding cattle, and may be made at a moderate expense, is worked with ease by the hand, and, when occasion requires, is easily repaired.

An aquatic sledge, or unsubmersible boat.

M. Badir counsellor of mines, at Munich in Bavaria, has invented what he terms an aquatic sledge, constructed on such a principle that it may be impelled and guided on the water by the rider himself without any other aid. The first public experiment was made with this machine on the 20th of August last, before the royal family at Nymphenburgh, with complete success.—It consists of two hollow canoes, or pontoons, eight feet long, made of sheet copper, closed on all sides, joined to each other in a parallel direction, at the distance of six feet, by a light wooden frame. Thus joined they support a seat resembling an arm chair, in which the rider is seated, and impels and steers the sledge, by treading two large pedals before him. Each of those pedals is connected with a paddle, fixed vertically in the after part of the machine behind the seat, and in the interval between the two pontoons. In front of the seat stands a small table, and behind it is a leathern bag to hold any thing wanted. It is so contrived that it can be taken to pieces in a few minutes, packed in a box, and be put together again in a very short time. This vehicle is far safer than a common boat, the centre of gravity being constantly in the middle of a very broad base; a circumstance which renders upsetting impossible even in the heaviest gale.

It is evidently extremely well calculated for use in taking sketches of aquatic scenery, as also for the diversion of shooting water fowl, in which case the sportsman conceals himself behind a slight screen of branches, or rushes, so as to approach the birds unperceived.